

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
August 4, 2010
Five County Association of Governments
Conference Room
St. George, UT

PRESENT

Dave Glenn, Ivins City, Public Works Director, Chair
Jack Taylor, Santa Clara City, Public Works Director, Vice-Chair
Cameron Cutler, St. George City, Traffic Engineer
Larry Bulloch, St. George City, Public Works Director
Monty Thurber, St. George City, City Engineer
Steve Call, FHWA, Planning Engineer
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Rick Torgerson, UDOT, Region Four Program Manager
Ross Romero, Washington City
Chuck Gillette, Ivins City Engineer
Kenneth Sizemore, Executive Director, Five County AOG
Myron Lee, MPO Planning Manager
Diane Lamoreaux, Program Specialist, Five County AOG
Bruce Fishburn, Stanley Consultants
Rick Snyder, Sunrise Engineering
Dana Meier, UDOT, Dixie Team
Kevin Nichol, UDOT

ABSENT

Mike Shaw, Washington City, Public Works Director
Elden Bingham, UDOT Planning
Kelly Lund, FHWA, Planning Engineer
Arthur LeBaron, Hurricane City Engineer
Curt Hutchings, MPO, Transportation Manager, FCAOG (Excused)
Ryan Marshall, General Manager, SunTran
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee

Dave Glenn, Chair, called the meeting to order and welcomed those in attendance.

1. MINUTES JUNE 2, 2010 MEETING

Dave Glenn noted that a quorum was present and presented minutes of the June 2, 2010 DTAC meeting for committee consideration.

MOTION WAS MADE BY CAMERON CUTLER, SECONDED BY JACK TAYLOR, TO ACCEPT MINUTES OF THE JUNE 2, 2010 MEETING AS PRESENTED. MOTION CARRIED.

2. SHORT RANGE PLANNING

A. FUNCTIONAL CLASIFICATION PROCESS PRESENTATION: Kevin Nichol, Planning Statistics Engineer for UDOT, provided a presentation on UDOT's functional classification process. This is a process by which streets and highways

are grouped together into classes or systems according to the character of service they are intended to provide. There are five major classes: **1) Primary Arterial--** Interstate and other expressways carrying a large share of vehicles; **2) Minor Arterial;** **3) Collector--** Also known as major; **4) Minor Collector--** There are more minor collectors in rural areas. He explained that there is a different classification between urban and rural areas; and **5) Local--** All routes not otherwise classified. Functional classifications are determined for two main reasons: 1) It gives a quick and dirty way to determine what is of most importance; and 2) It provides a revenue stream of federal funds. It was noted that minor collector and local roads are not eligible to receive federal funding. Collector and above road classifications are eligible to apply for those funds. UDOT is currently in the process of revising their policy dealing with functional road classifications. The following are utilized in determining functional classifications: 1) Census initiated review, which is the main review; 2) Mid-Census review; and 3) An on-going minor review of roadways. This provides an opportunity to revisit and re-evaluate all road classifications.

Mr. Nichol explained that urbanized areas (MPO's) are designated once an area reaches 50,000 in population. However, results of the 2010 Census will not be available until about 2012. Steve Call, FHWA, commented that Transportation Management Areas (TMA's) are designated when an area reaches 200,000 in population. This designation brings a host of new requirements. The Wasatch Front Regional Council is in the process of re-evaluating their planning boundaries to incorporate air quality and may make some adjustments in the future.

UDOT has determined that a five year review after the Census is appropriate to revisit routes in newly added areas, address other significant changes, and to determine if growth is on target. One of the biggest issues that will result in a revisit will be air quality regulations and issues. UDOT will entertain submission for road reclassifications at any time but needs 2.5 months to review before presentation to funding boards. It was noted that any changes in classification must also be reviewed by FHWA and UDOT may consider trade-offs in these reviews. It is the responsibility of each MPO to coordinate and consolidate requests to provide a unified voice of concurrence.

Mr. Nichol provided website information for various online resources as follows: www.udot.utah.gov to view Utah functional classification maps and guidelines; www.fhwa.dot.gov/planning/fctoc.htm. Kevin Nichol can be contacted via telephone at 801-965-4560 or knichol@utah.gov.

Larry Bulloch commented that it has been a long time since the MPO reviewed functional classifications, but St. George City will be re-visiting key areas to evaluate their local needs and changes in various areas.

- B. UDOT'S STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PRESENTATION:** Rick Torgerson, UDOT, provided a presentation outlining UDOT's STIP, which contains a six-year detailed budget of projects and programs for highways and transit. The first four years are financially constrained and the last two years are concept development. UDOT Region 4 hosts several workshops each January to begin development and coordination with the MPO on issues

related to the STIP. The Utah State Transportation Commission Workshop is held each year in April to begin preparing a draft STIP. This draft is made available for public review and comment during the month of July after which staff reviews and compiles comments. The Transportation Commission reviews and approves the STIP in August. Between August and October the STIP is finalized and sent to FHWA and FTA for approval, with final approval in October.

UDOT evaluates the following items in development of the STIP: 1) Pavement/Bridges Condition Evaluation; 2) Safety Needs; 3) Capacity Needs; 4) Public Input; 5) MPO Coordination; and 6) Joint Highway Committee Coordination. The Transportation Commission utilizes information provided by each region for various programs in determining project priorities. The majority of projects within the state address pavement preservation needs. Projects must fit to a specific funding source as well. An enhancement committee accepts applications, evaluates these submissions and make recommendations to the State Transportation Commission for this particular program fund. The STIP contains all projects statewide that are utilizing federal funding but it also contains all major projects which do not have federal funds.

Rick Torgerson indicated that federal transportation funds are allocated to December 2010 but beyond that transportation is not funded. This has been the case in the past and generally these funds are provided through a continuing resolution. Steve Call, FHWA, indicated that it is likely that transportation funding for 2011 will be approved by Congress but the time frame is uncertain. Rick Torgerson also reported that the State of Utah provides 80% of funding for roads with 20% coming from federal funds. This is a lot different from most other states across the nation that rely on federal transportation dollars. Utah established the Centennial Highway Fund in 1998 mainly to provide funding for reconstruction of I-15 in Salt Lake County in order to host the Winter Olympics. However, this fund provided the funding for the I-15 Milepost 13 Interchange and Milepost 10 Interchange reconstruction. Critical Highway Needs (CHN) funds have been used for the Southern Parkway and the new Dixie Drive Interchange. Funds from the Transportation Investment Fund (TIF) are being used to fund the I-15 Core project in Utah County. In addition, the state of Utah received federal American Recovery and Reinvestment Act (ARRA) funds in 2009.

The state of Utah is currently bonded to the maximum with AAA bonds for roads, which will result in a number of projects being pushed back. As projects are paid off, additional funds will become available for new projects. Steve Call indicated that in the upcoming months Congress will likely begin to address transportation and try to deal with the many funding issues. It seems like funding has always been found but the time between transportation bills is ever increasing. FHWA is anticipating that Congress will pass a continuing resolution until an actual transportation bill is passed.

- C. ARRA Funding: Black Ridge/Hilton Drive; Virgin River Bridge Discussion:**
Cameron Cutler indicated that he has worked with Clayton Wilson and Rick Torgerson, UDOT, to determine final project costs for right of way and other remaining items. A conclusion of this effort indicates that no excess funds will be

available for transfer to the Virgin River Bridge project. All remaining ARRA funds will be expended on Black Ridge/Hilton Drive and St. George City will also have to cover some additional costs on this project. Myron Lee asked that Cameron contact Mike Shaw to let him know that no funds would be available for transfer to his project.

3. LONG RANGE PLANNING

- A. LONG RANGE PLAN FINANCIAL ASSUMPTIONS, PROJECT LIST REVIEW/ DISCUSSION:** Myron Lee reported that he has been working with the Wasatch Front Regional Council and the Unified Work Plan Finance Committee to review projects and phasing included in the Regional Long Range Transportation Plan. This is an on-going work in progress but copies of the spreadsheet were provided for discussion and review. The spreadsheet covers the next 30 year period of time through 2040. Through this effort, it appears that more state projects can be added to the long range plan. Additionally, there will also be a need to postpone some local projects. It will be very beneficial to transition to the CUBE model to bring the MPO into more of an equal status. The spreadsheet is provided today for review in hopes that members will provide input in terms of costs and priorities for different funding levels. Committee members are encouraged to contact Myron to discuss project or funding issues. Copies of the spreadsheet will be e-mailed to each committee member for review.
- B. UDOT TRANSFER OF SR-8 (SUNSET BOULEVARD):** Cameron Cutler reported that St. George City will cooperate with UDOT on the transfer of SR-8, Sunset Boulevard, from Dixie Downs/Dixie Drive to Santa Clara City limits. This transfer apparently occurred some time ago but was recently picked up by UDOT. St. George City will be responsible for Sunset Boulevard from the Dixie Downs/Dixie Drive intersection to Santa Clara, including the lights at two intersections within the city limits.
- C. CUBE MODEL CONVERSION/FUNDING UPDATE:** Rick Torgerson reported that UDOT will cover additional costs of approximately \$50,000 for conversion to the CUBE model. The scope of work is in place and a notice to proceed will be initiated in the near future to RSG. He noted that work on the EA for SR-18 will slow in order to make sure that the new model information can be incorporated. This will be an agenda item for DTAC over the next several months. Work will begin with local jurisdictions through the month of September to gather socioeconomic data. The platform is in place but all of the socioeconomic data will have to be input into the model. It is anticipated that this conversion will be complete by the end of this year. Myron Lee and Ken Sizemore will be meeting with RSG to obtain a template of what information will be required from jurisdictions.

4. OPERATIONS PLANNING

- A. DISCUSSION ON SUSTAINABLE COMMUNITY GRANT APPLICATION:** Ken Sizemore, Executive Director Five County AOG, provided a fact sheet on HUD's Sustainable Communities Regional Planning Grant Program. However, the time frame for application submission is August 23, 2010 and it is his feeling that the

MPO is not prepared to submit an application for this round of funding. However, it appears that funding will be allocated for this program in future federal budgets under the Obama Administration and this group may be interested in making application. The Administration's concern is that Housing and Urban Development (HUD), Environmental Protection Agency (EPA) and the Department of Transportation all have different focuses. The intended purpose is to come together as a consortium to develop a set of comprehensive priorities that blend housing, transportation and air quality. Local consulting firms have been contacting Mr. Sizemore trying to tap into submission of an application but there has been no interest expressed by local elected officials to pursue this funding. The region may be better served to see what happens with the first round of projects funded prior to moving ahead with an application. With the recent completion of Vision Dixie and work accomplished by the Workforce Housing Committee, the region has already completed the visioning program.

5. DRAFT DIXIE TIP 2011-16

Diane Lamoreaux reported that the 30 day comment period on the TIP closed July 31, 2010. The MPO office did not receive any comments from the public. Notification of this will be provided to Bob Pelly, State STIP Coordinator as part of the process. Copies of the TIP have been posted on the MPO website as well as displayed in the front office of the Five County Association of Governments for public review and comment.

5. STATE AND FEDERAL ACTIONS

A. PROGRAM DEVELOPMENT - UDOT: Rick Torgerson reported that the Dixie Drive Interchange is on schedule with Bid Package C opening today. There will be one remaining bid package, and opening is anticipated in 2011. Ross Romero reported that work is progressing on the Virgin River Bridge project. The girders have been installed and paving of Industrial Road to 400 South is complete.

Ken Sizemore reported that the Welcome Center has been functioning out of the Dixie Center location for sometime. It was anticipated that the new Welcome Center would be part of the State and Institutional Trust Lands Administration (SITLA) project at Exit 2, but negotiations did not work out for UDOT. It is now proposed that the new Welcome Center be constructed on UDOT owned land adjacent to the northbound lanes at the Port of Entry. Construction is scheduled to begin next year with completion anticipated in 2012. The actual facility will be located at the south end of the Port of Entry with a smaller building footprint, but there will be more parking available. Rick Torgerson indicated that the site has been finalized but final design is not complete.

B. FEDERAL OVERSIGHT: None.

7. ITEMS FOR NEXT MEETING

It was noted that an agenda item for RSG will be necessary on the next couple of DTAC meetings. Next meeting is scheduled for Wednesday, September 1, 2010 at the Five County AOG office beginning at 1:00 p.m.

**MOTION WAS MADE BY CAMERON CUTLER, SECONDED BY TODD EDWARDS, TO
ADJOURN. MOTION CARRIED**

Meeting adjourned at 3:00 p.m.